

WARTIME NECESSITY HELPS TO DEVELOP CITY'S DISTANT ACRES

Realizing Opportunity Offered at This Time for Industrial Betterment, Officials, Business Interests and People of New York Take Active Part in Endeavors to Build Up Districts That Will Have Bearing on World Trade

"Possibilities for the development of the natural advantages of the Port of New York were never so great as they are today," Murray Hulbert, Commissioner of Docks and Ferries, said yesterday. "The need for this development has never been more apparent and the time to do it never will be more opportune," he added.

Mr. Hulbert served on the Rivers and Harbors Committee when he was in Congress and probably knows as much about these matters as any man. With the additional detailed knowledge gained through his service as Dock Commissioner of the city of New York his opinion on advantages and possibilities bear great weight. Therefore, when Mr. Hulbert says the time is ripe for the development of the natural advantages of the Port of New York he speaks with an authority that can hardly be questioned. He has on many occasions called attention to the possibilities of New York's shore front and has shown jealous interest in the development of properties were selected for Government purposes.

It was not so long ago that Mr. Hulbert, in a letter to the Board of the Shipping Board, pointed out several opportunities in the Port of New York which seemingly have been overlooked. Without any intention of criticizing or finding fault with the shipyard sites selected, Commissioner Hulbert has questioned whether there were any water front properties outside of New York city which were more suitable for shipbuilding purposes than those available now. Mr. Hulbert cited two places as instances of apparent neglect, Clason Point, in the Bronx, and the shores of Jamaica Bay.

There is nearly a mile of shore front with deep water and good high dry land behind it at Clason Point. And with the improvements at Hell Gate, which are now going forward rapidly, it will not be a long while before the largest ships will be able to pass back and forth. Even at the present time the Hell Gate channel is deep enough for most of the vessels now being built, so that the land developments would not have to await the water improvements.

A double track trolley line reaches Clason Point over the 1 1/2 foot boulevard, which would provide a ready means of transit for labor and a good road for motor trucking. The New Haven railroad is only a mile or so away, and its extension to any development along the shore front would be a simple matter. With these three essentials and in addition a ferry to College Point, Queens, which makes available the great labor market of that section, is there any wonder that Commissioner Hulbert should be somewhat perplexed over the development of such natural advantages?

Quick transit by rail, all year transit by water and a good labor market are requisites which the far-sighted manufacturer demands. Clason Point has these, and many other parcels along the shore are just as advantageously situated. An unusual feature of nearly every one of the shore front parcels available for development is that they are situated so they can be reached from residential sections by the payment of a single fare.

The call to manufacturers to develop this unused land is not like a call to the isolated country sections, where development depends greatly upon the installation of improvements, such as the building of roads and extension of transit lines. All the desired facilities are already at hand along the water front, and the port of New York is so firmly established that its fame is world wide. Why this is so is apparent from the fact that during the year 1915 exports and imports exceeded \$3,500,000,000, and these figures have swelled since, the latest available figures to June, 1917, showing imports of \$1,338,193,350 and exports of \$3,056,291,597, an increase of nearly \$1,000,000,000 in a year. Of course, war conditions had much to do with this, but after the war period is over the reconstruction period which manufacturers must be prepared to participate in. The United States will then have a greater number of ships at its disposal than any other nation, and the opportunities for trade will be vastly increased by the friendly feeling which has developed between the countries now fighting an alliance.

New York city and State are doing a great deal for their manufacturers to help place them in a position to take advantage of these opportunities.

When they come, and there will be no one to blame but the manufacturer if he does not get his share of the prosperity which is bound to follow cessation of hostilities. The State has spent \$239,000,000 for canals, of which \$9,000,000 will be invested in terminals, many of which are in this city. Since the creation of the Dock Department in 1870 the city has spent in excess of \$135,000,000 upon the construction of piers and docking equipment, a sum which far exceeds any other port in the United States. This programme of providing the means for business has steadily been making daily gains between 1913 and 1916 thirty-six new piers were authorized and eight new sheds erected which cost over \$1,500,000.

These figures help to indicate why New York city is the fastest market in the world. The fact is further established by the railroads which have terminals in every part of the city. Fourteen different railroads enter it at one point or another, of which eight are considered trunk lines. The operation of the State Barge Canal will add to the transportation facilities. The latest mode of transportation which was introduced as the result of the war but which will probably be a fixture until airplanes are made to serve as freight carriers is that of the auto truck. The Merchants Association of New York, at the request of the Highways Transportation Committee of the Council of National Defense, established a return loads bureau whose duty it is to endeavor to provide cargo for automobile trucks which are now making daily trips between New York city and points 150 miles distant.

The new arrangement works out this way: If an auto truck is bound to this city from Philadelphia the bureau is communicated with by telephone. Shippers here are notified of its coming and requested to provide a return load. A feature of this service is that the conveyor picks up the shipment at the place of origin and delivers it to the door of the consignee at its destination. This method of shipment eliminates to a great extent the annoyances of embargoes and breakage. The association has laid out fifteen routes with New York as the hub, which serve points between 100 and 150 miles away. The experience is well under way now, some companies operating as many as fifty-five trucks. About 400 trucking concerns are already listed with the bureau and manufacturers are rapidly taking up the idea. The routes are as follows:

1. Long Island points.
 2. Along the shore line to Boston.
 3. White Plains, Derby, Waterbury, Hartford to Boston.
 4. Branch at Waterbury to Burlington, Vt.
 5. East Bank of Hudson River to Albany.
 6. North Jersey points, Passaic, Suffern to Middletown and Monticello, with continuation as far as Cleveland, Ohio.
 7. North Jersey, through Montclair, Morristown, Hackensack, Scranton to Wilkesbarre.
 8. Via Newark, Bound Brook, Phillipsburg to Allentown, Pa.
 9. Newark, Elizabeth, Trenton, Philadelphia, Lancaster, Bedford, Pittsburgh, Harrisburg, and Philadelphia serves Baltimore and Washington.
 10. Branch at Philadelphia serves Baltimore and Washington.
 11. Along Jersey shore to Perth Amboy, Lakewood and Atlantic City.
 12. Along Jersey shore to Atlantic Highlands, Long Branch and Asbury Park.
 13. New York to Bayonne, via Jersey City.
 14. Along west bank of the Hudson River through Englewood, Nyack, to West Point.
 15. Branch at Trenton, serves Bordentown, Lumberton, Vineland, Millville, Camden and Philadelphia.
- Arrangements also have been made for autos to meet boats which carry freight to New Haven and deliver the goods direct to destination from the pier. A rural express service is being developed which will operate within a radius of twenty-five miles of the new State Barge Canal.
- All these facts indicate that New York is awakening to the possibilities of the business world and is firmly taking its place in the world as the best place in which to do big business. The Government in commandeering space here, by the very act stamps New York as the best shipping point in the country. Its needs, unfortunately for

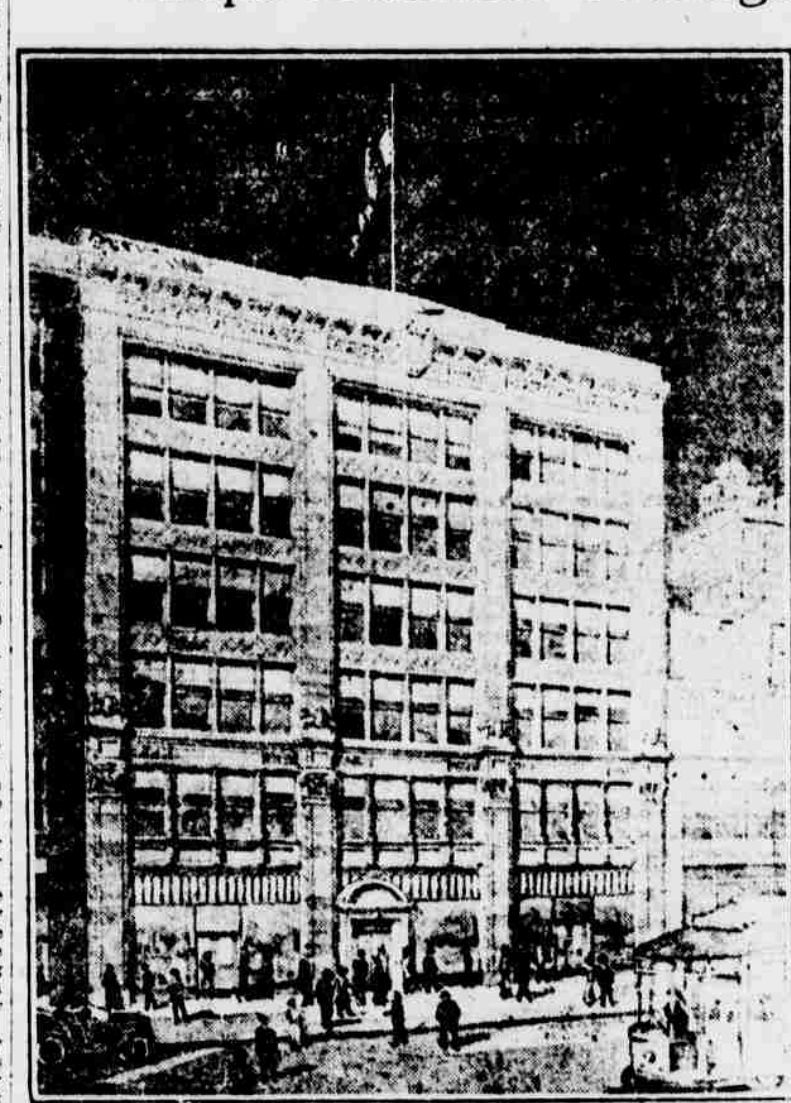
many, have deprived some manufacturers of their plants, and it is to these particularly that the appeal is made to secure themselves of location hereabout, either by taking smaller space temporarily or by selecting and developing sites along the shorefront for future use.

That the taking over of so many large industrial establishments by the Government will be effective in starting the development of great areas which have been sadly neglected up to this time is not to be doubted. After many years of consideration the city of New York at last has expressed its approval of the great and important improvement. Indeed it has done more than that; it has taken action in that matter, which means that the improvement which has been almost dormant for several years now is to be speeded up and that the first really tangible betterment is to be started.

The Kinkaid Fund Commission approved last week the plans of the Dock Department for the improvement of the water front of Jamaica Bay between Barren Island, Mill Basin and the Kinkaid Fund. The plan provides for the construction of fourteen piers each 1,000 feet long and 200 feet wide, and one pier 100 feet in width, with fourteen slips 300 feet in width between the piers.

There will be a public hearing on July 11 on the proposed amendment to the new plan at Jamaica Bay in the vicinity of Gerritsen's Basin, between East Thirty-second street and Flushing avenue. At the same time a hearing will be held on the proposed plan for the Kinkaid Fund, which is the improvement of Coney Island Creek, and for a

Making Over of 42d Street Helps Business Prestige



This structure, recently completed by the James McCreery Realty Corporation at 112 West Forty-second street, has been chosen as the location of one of the great union railroad and steamship ticket offices. Its large, modern store space attracted Government agents.

Clason Point Cited as Ideal Spot for Shipyard or Industrial Plant

When Murray Hulbert, Commissioner of Docks and Ferries, called attention of Government representatives to the many facilities for shipbuilding that were available along the waterfront of New York city, he pointed out Clason Point as an example. Deep water, good railroad facilities within easy reach, and a rapid transit system within the five cent fare zone that tapped a plentiful labor market were three things he laid much stress on.

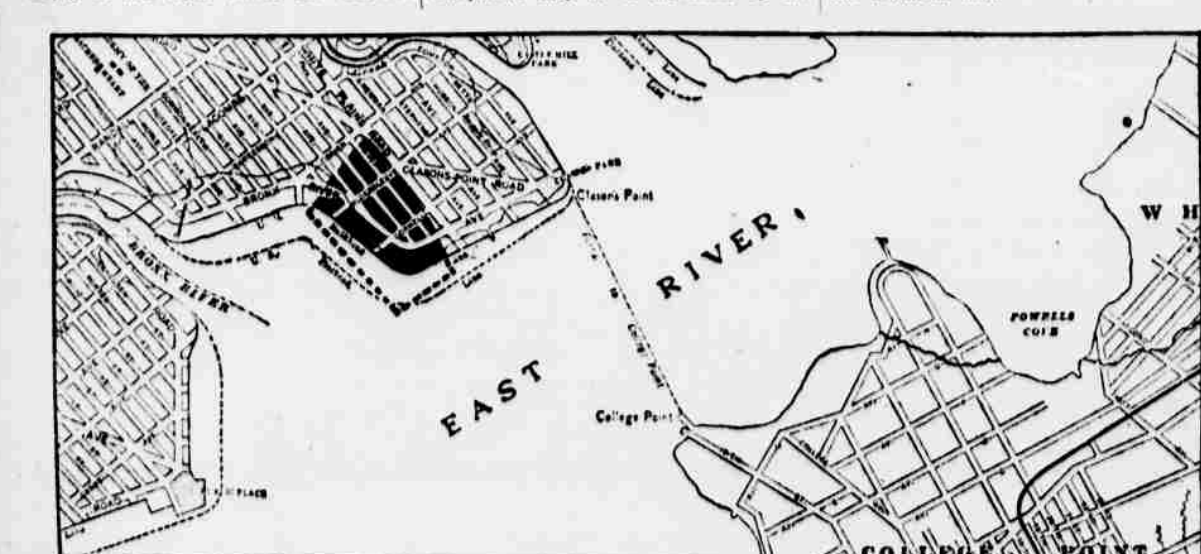
War conditions drew Mr. Hulbert's attention to the possibilities along the shore line and while there is no doubt that property has advanced in value as a result of these war conditions, the same influence has caused retrenchment in other directions. Of the hundred acres of the land which Mr. Hulbert

designated as ideal for ship yard purposes have belonged to one family for fifty years. They are at the mouth of the Bronx River and the owners hold exceptional riparian rights. During the half century of ownership industrial New York has been reaching steadily toward this section, and now the necessities of the world war bring it prominently to the fore ground. Firms which have prospered as a result of the war would likely be attracted by features of such a strategically located property and recognize in it the possibilities of industrial development which it offers.

The United States Government has recognized the development which is bound to come at this point and has established bulkhead and pierhead lines along this shore. How great that development may be is indicated by the

fact that the distance between the bulkhead and pierhead lines has been set at 1,000 feet. Directly across the river, at the mouth of the Bronx River, is a mile, is College Point, where war industries are thriving. A ferry connects the two locations, so that even if the Bronx site was not considered by some just the right spot for industrial development it might be useful as a workman's home colony.

The property must be divided among the heirs and there is no other means except through its sale. Therefore, it has been placed in the hands of Ogden & Clarkson, of 605 Fifth avenue. The property is not all upland, about sixty acres being under water, but the owners have riparian rights, which give them the privilege of filling in to the bulkhead line.



Section of East River water front vacated for improvement by Murray Hulbert, Commissioner of Docks and Ferries.

SHIP BUILDING AND INDUSTRIAL SITES AND PLANTS

Modern Manufacturing Plant ON NEWTOWN CREEK, in the Borough of Brooklyn, New York City

READY FOR IMMEDIATE USE

50,000 square feet of Manufacturing Space 30,000 square feet of Storage Space
Private Ship Basin—Direct Railroad Connection—21 Acres of Land—Easy Trucking to Great Retail Markets—Unlimited Labor Market—500 h. p. Power Plant—Unlimited Private Water Supply.

SPECIAL FEATURES:

THE BUILDINGS, formerly used for woodworking, include a 2-story stone and brick building, 100,000 ft. 2-story brick building, 60,000 ft. 1-story brick building, 40,000 ft. also several other large 1- and 2-story frame sheds and a large cooling tower. There is an 800-ft. dry kiln. All are in excellent condition.

THE POWER PLANT consists of a steam turbine directly connected with a generator of 500 h. p. capacity and a smaller 12 h. p. steam turbine engine and generator set; also a 100 h. p. centrifugal blower system, electric light, also steam heat, fire hydrants and other fire fighting apparatus.

THE SHIP BASIN, with a water front of 500 ft. and a depth of 700 ft. along the tracks of the Hudson River Division of the N. Y. & N. H. R. R., with a siding, private water basin opening directly on Newtown Creek, extending 200 ft. back into the property and 104 ft. wide, dredged to a depth of 12 ft. at low water. This property with its free light and water.



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Brokers Fully Protected.

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NOTE—I make a specialty of handling factory properties in the United States. If in the market for a factory send me your requirements. If you have one to sell, send me your selling plan.

Building in Bush Terminal Section, Brooklyn, N. Y.

30-40 41st Street, adjoining Terminal Building, with Railroad siding. A 3-story and basement brick and concrete building, 60,000 sq. ft. containing 20,000 sq. ft. of floor space. Large elevator, private railroad siding, concrete floors and yard. Building wired for both light and power. Plot, 10,000 sq. ft.

Washington Brewery Co. Property, Washington, D. C.

Entire square block of 14 lots bounded by 4th, 5th, E and F Sts., N. E. Washington, D. C. Improved with breweries, bottling works, stable, dwelling and office building, containing 60,000 sq. ft. completely equipped. Machinery and equipment still in place. Large power plant; steam heat and electric light.

Equipped Machine Shop & Factory—Plattsburgh, N. Y.

45,000 sq. ft. of floor space consisting of a 3-story brick building, 30,000 sq. ft. in good condition and a 1-story brick building, 15,000 sq. ft. of floor space. Also a 1-story brick building, 15,000 sq. ft. of floor space. Also a 1-story brick building, 15,000 sq. ft. of floor space. Also a 1-story brick building, 15,000 sq. ft. of floor space.

Edison Storage Battery Co. Plant—Glen Ridge, N. J.

Plot of about 100,000 sq. ft. extending from Bloomfield Ave. to Bellevue Ave. Improved with a series of brick and frame buildings of 1 & 2-story construction containing 30,000 sq. ft. of floor space. Excellent labor.

Rail and Water Front Warehouse—Harrison, N. J.

Large plot of ground with 250 FEET FRONTAGE ON THE PASSAIC RIVER with an average depth of 100 feet. Improved with a ONE STORY BUILDING 275,000 sq. ft. of floor space. Also a 1-story brick building, 15,000 sq. ft. of floor space. Also a 1-story brick building, 15,000 sq. ft. of floor space.

Champion Wagon Co. Plant—Owego, N. Y.

A completely equipped woodworking plant containing 75,000 sq. ft. of floor space. Also a 1-story brick building, 15,000 sq. ft. of floor space. Also a 1-story brick building, 15,000 sq. ft. of floor space. Also a 1-story brick building, 15,000 sq. ft. of floor space.

Modern Manufacturing Plant—Paterson, N. J.

105,000 sq. ft. of FLOOR SPACE, consisting of large 1-story factory building and 1 & 2-story brick machine shop, 5-acre plot. RAILROAD SIDING. VALUABLE WATER RIGHTS. LARGE POWER PLANT.

Water Front Factory—Pot Cove, L. I.

WITHIN FREE LIGHTHOUSE LIMITS; 42,000 sq. ft. FLOOR SPACE; 2 1/2 ACRES PLOT. 225 FEET IMPROVED FRONTAGE ON still water. 1200 Feet Cove. From East River currents 1-story brick building, 25,000 sq. ft. extension 25,000 sq. ft. POWER PLANT 200 h. p. BUILDING 175 h. p. ENGINE. Large traveling cranes 40 ft. span. Large power plant. PENN. R. R. SIDING.

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Standard Motor Co. plant situated on the Stamford Harbor, 1 mile from Stamford R. R. Station. Consisting of a 2-story brick machine shop and a 1-story brick building containing 20,000 sq. ft. of floor space. Also a 1-story brick building, 15,000 sq. ft. of floor space. Also a 1-story brick building, 15,000 sq. ft. of floor space.

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I have For Sale or Lease in New York Harbor two large acreage properties on deep water, each consisting of one property; nearly all solid ground; no piling or filling necessary. Suitable for Ship Building, large Industries, Warehousing, and Storage of heavy materials.

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Water-Fronts, Factories and Factory Sites.

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City Dwellings Again Bidding for Popularity

Continued from First Page.

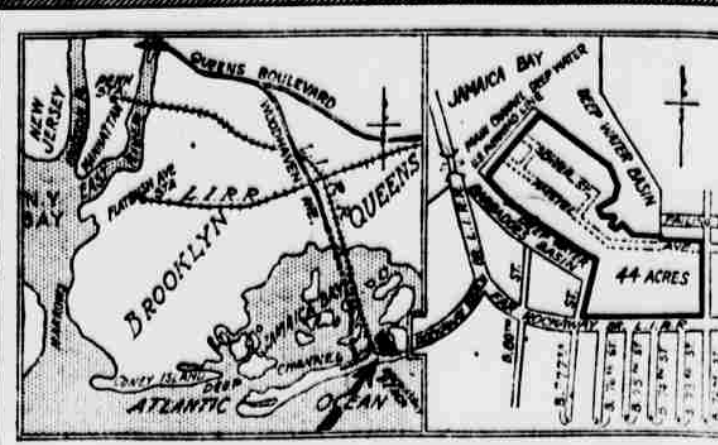
A saving of two salaries and the other incidentals that both demand. Undependable labor is a condition which renters are forced to consider. The easy housekeeping features of the apartment and the placing of all rooms on one floor in the private house are not so essential as the private house. In fact, the apartment is a part of the great port of New York.

RENTS GLEN RIDGE PLANT.

The Matchless Metal Polish Company of New York and Chicago has leased through Louis Schlegel, from the Hare Metal Products Company, its plant on the D. L. & W. Railroad at Glen Ridge. The property consists of a three-story brick factory with outbuildings and a 10-acre plot of land. The plant is situated on a plot of several acres, having a frontage on Bloomfield avenue. The Matchless Metal Polish Company will establish in this building a new plant for the production of metal polish. The Hare Metal Products Company recently purchased through the same broker the plant of the Seton Chemical Company in Bellevue, N. J.

RENTS AT MONMOUTH BEACH.

The Payson Mott, Merrill Company has leased furnished for the summer season for John McKesson, Jr., to Charles C. Townsend the property fronting on Ocean avenue and the ocean at Monmouth Beach, N. J.



FOR SALE

NEW YORK CITY

5000 Feet Deep Water Frontage

Substantially Bulkheaded

1000 Feet Railroad Frontage

On 3-Track Main Line

44 Acres Graded Level

READY FOR IMMEDIATE OPERATIONS FOR

SHIP BUILDING OR FACTORIES

Unlimited Supply Mechanics and Labor—Very Ample Housing Facilities

30 MINUTES FROM NEW YORK & BROOKLYN.

80 trains daily pass and stop 3 minutes' walk of property—also trolley.

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Deep Water Fronts

CLASON POINT

On East River, at mouth of Bronx River, a large tract, including full

RIPARIAN RIGHTS

with established pier head lines allowing 1,000 foot piers. This property is free and clear and must be sold to close an Estate. Ferry to College Point, Long Island, taps the heart of great war industrial activities in College Point, Flushing, etc.

ON RARITAN BAY

Tottenville, Staten Island, Opp. Perth Amboy, N. J.

250 Acres with over 5,000 feet of Water Front

Both these properties have unsurpassed shipping facilities by rail and boat. They offer an exceptional opportunity for the location of shipbuilding yards and industrial plants, or for investors, or for developers for the housing of labor in surrounding industrial centers.

Two wonderful Water Fronts worthy of Investigation.

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I am just completing 4 two-story brick factory buildings, each one flooded with light, and favorably located. Suitable for any kind of light or heavy manufacturing.

1.—S. W. cor. Webster Ave. & 5th Ave., L. I. City, 20,000 sq. ft.

2.—Jackson Ave., cor 6th St., Long Island City, 12,000 sq. ft.

3.—South side of Atlantic Ave., 90 ft. East of Albany Ave., Brooklyn, 15,000 sq. ft.

4.—North side of Atlantic Ave., between Grand & Classon Aves., Brooklyn, 20,000 sq. ft.

LOUIS GOLD, 44 Court St., Brooklyn.

Phone Main 7050-7051.

FOR RENT

We have storage room for light or heavy material (not inflammable). Travelling cranes lifting up to 30 tons. Railway switch from trunk line railway in building. Near public dock. We prefer to do our business direct with parties needing storage and our facilities, or with your broker. Address all inquiries to our office.

B. A. & G. N. WILLIAMS, 133d St. and Walnut Avenue, NEW YORK CITY.

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20,000 SQ. FEET

One story brick building, sprinkler, heat, power, at freight station, flooded with light, excellent location, immediate possession, low rent.

We build factories to suit your requirements.

Feist & Feist, Factory Specialists, 739 BROAD ST., NEWARK, N. J.

FOR RENT

BUILDING—ONE STORY, 22,000 SQ. FT. on East River, near 110th St. and 111th St. BUREAU COMPANY, 134 BROADWAY.

FINE DWELLING HOUSE

14TH ST. AND GERARD AVE. 10 rooms, 2 baths, electric light, furnished, new house, low operating, steam heated, containing 12 rooms, will be furnished to suit, can be seen any time. Apply HUGH KING, 18 William St.

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